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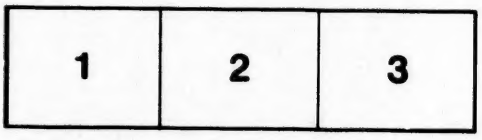

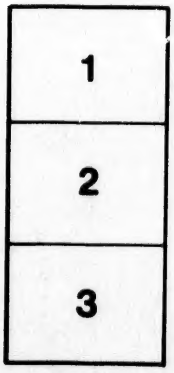

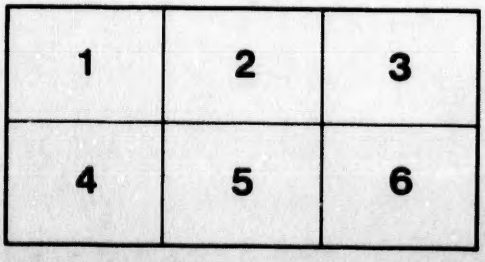

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eighteen millions found its way to Montreal. The mo
this produce must always be greatly influenced by th
cheapness and other advantages of the respective ro
would be available. Montreal is now only second to N
on this continent as a grain-exporting port.

For 1862 the quantity of wheat shipped from Montre
year was, according to the best information, over fifte
bushels. As is shown by the evidence herewith subm
St. Lawrence line of navigation suffers a disadvantage
of return freights for the vessels which come with grain
West. In consequence of this drawback, the receipts
ments of Montreal are not so large as they otherwise wo
been. But whether the produce of the Western States
be shipped from Huron and Michigan Lake ports be
for market and consumption in the Eastern States,
Eastern Provinces of British America, or for shipment t
the proper route will be the shortest and cheapest. In
New York from ports on Lake Michigan, the canals and
of the State of New York are the principal available
transport between the great lakes and New York city.
Ottawa navigation opened, the proposed Champlain C
structed and the Northern Canal enlarged, this Nort
would be 150 miles shorter than any other, and by rea
very superior capacity would afford the best possibl
transport between the Great West and New York,
as it does many advantages as regards distance, time, and
when compared with existing routes, it seems clear that
command a very large portion of the trade. In cons
subject of this magnitude and peculiar character, your C
are sensible of the necessity for exercising due caution in
at conclusions. On this point, however, they feel that
dence which is herewith presented is full and convincing

The character of the country through which this pro
of navigation passes is varied. The easterly portion, bei
more than half the total distance—lies in a well-settled,
country, and is at present navigated by large steame
westerly portion is through a wilderness, which as yet is
quented by the hunter, the voyager, or the lumberer. Bu
a wilderness, it is the very heart of the finest pine forest
the world, and would yield immense amounts of lumbe
port; at the present time the trade in lumber is the large
rade of home products in Canada, and the supply in thi
is, with judicious management, almost inexhaustible. T
ing of this line of navigation would afford a market, s
none in the world, for the sawed lumber of that immens
The country is of the granitic formation, rather hilly, and
from seventy to seventy-five per cent. of the land is better
to timber-growing than tillage. There are many extens
of good arable land, beautifully situated and well watere
will eventually, and perhaps at no very distant day, s
large population; but the general character of the regio
When it is considered that the tract of country ha

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Memorial of the Illi
Commissioners.

TO HIS EXCELLENCY THE GOVERNOR-G
CANADA.

THE Legislature of the state of Illin
14th day of February, 1863, passed a
lution, which was on the same day dul
by the Governor, creating a commis
composed of five citizens of Illinois,
pointed by the Governor, with full
authority on behalf of the state to pe
proceed personally to the Provincial G
and Parliament of Canada, and, if deem
Commissioners advisable, to the Gove
Great Britain, for the purpose of pr
those Governments, in any prope
statistics of the trade and productio
North-Western States of the Americ
which are seeking enlarged and chea
to the tide-water, by way of the lakes,
and new or enlarged canals of Cana
solicit from those Governments their en
sideration of and early action upon a
such great and rapidly growing imp
them as well as to the North-Western

In compliance with the requireme
joint resolution referred to, and under th
ment of the Governor of Illinois, we
respectfully and briefly to present to
through you to the Provincial Parliame
British Government, the importance
Great Britain and the United States of
and perfecting the navigation of the St.
as to afford to the commerce of both
a cheap communication between the
ports on the North-Western lakes
Britain. The growing and already vit
for enlarged and cheaper avenues be
North-Western States and the Atlantic
comparatively neglected, because those
producing states were sparsely popul
only a few scattered hamlets and forts,
of the last treaty between the two coun
within the last half-century the agric
sources of these states have been deve
a rapidity unparalleled in the history of
The surplus of products furnished by th
with their present population of nine
already immense, and, with the increase
for reaching a market, that surplus
creased with a rapidity even beyond th
past twenty-five years. With one-te
arable surface under cultivation, the
wheat of the North-Western States in 18
mated at one hundred and fifty millio
and of Indian corn at five hundre
bushels; and from our own state of Illi
there has been shipped annually, for th
years, a surplus of food sufficient to
millions of people.

For several years past a lamentabl
crops actually harvested has occurred
quence of the inability of the railways
leading to the seaboard to take off the e
North-West seems already to have ar
point of production beyond any possibl
for transportation which can be provid
by the great natural outlets. It has fo
cessive years crowded the canals and
with more than one hundred millions
of grain, besides immense quantities of
visions and vast numbers of cattle and
increasing volume of business cannot be
without recourse to the natural outl
lakes.

The future prosperity of these states
on the great lakes depends, in a great
upon cheap transportation to foreign
hence, they are vitally interested in th
of opening the St. Lawrence, the gre
thoroughfare from the lakes to the ocea
and by which the people of England m
their supplies of breadstuffs and provisio
exceeding the quantity heretofore rece
the United States, at one-fourth less co
has heretofore been obtained. From
perience derived from shipments of In
from Chicago to Liverpool, it is show
freight charges often cover seven-eigh
value of a bushel of corn at Liverpool.
one-half of the cost of wheat is also
sumed by the present very inadequate
transportation.

The annually increasing receipts
grain into the United Kingdom are ch

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The Grain Trade of the North-West.

PROPOSED SHIP CANAL THROUGH CANADA.

Supplement to the Free Press, August, 1863.

Memorial of the Illinois Commissioners.

HIS EXCELLENCY THE GOVERNOR-GENERAL OF CANADA.

e Legislature of the state of Illinois, on the h day of February, 1863, passed a joint reso-ion, which was on the same day duly approved the Governor, creating a commission to be apposed of five citizens of Illinois, to be apnted by the Governor, with full power and hority on behalf of the state to petition or to ceed personally to the Provincial Government Parliament of Canada, and, if deemed by the mmissioners advisable, to the Government of eat Britain, for the purpose of presenting to se Governments, in any proper manner, tistics of the trade and productions of the rth-Western States of the American Union, ich are seeking enlarged and cheaper outlets he tide-water, by way of the lakes, and rivers, new or enlarged canals of Canada, and to cit from those Governments their earnest con-eration of and early action upon a subject of h great and rapidly growing importance to m as well as to the North-Western States.

In compliance with the requirements of the nt resolution referred to, and under the appointnt of the Governor of Illinois, we have come pectfully and briefly to present to you, and ough you to the Provincial Parliament and the tish Government, the importance both to eat Britain and the United States of so opening perfecting the navigation of the St. Lawrence to afford to the commerce of both countries cheap communication between the shipping ts on the North-Western lakes and Great tain. The growing and already vital necessity enlarged and cheaper avenues between the rth-Western States and the Atlantic has been nparatively neglected, because those great food-oducing states were sparsely populated, with y a few scattered hamlets and forts, at the date the last treaty between the two countries. But hin the last half-century the agricultural re-rces of these states have been developed with apidity unparalleled in the history of the world. e surplus of products furnished by these states, h their present population of nine millions, is eady immense, and, with the increased facilities reaching a market, that surplus will be in-ased with a rapidity even beyond that of the t twenty-five years. With one-tenth of the ble surface under cultivation, the product of eat of the North-Western States in 1862 is esti-ed at one hundred and fifty million bushels of Indian corn at five hundred million hels; and from our own state of Illinois alone re has been shipped annually, for the last two rs, a surplus of food sufficient to feed ten ions of people.

For several years past a lamentable waste of ps actually harvested has occurred in conse-nce of the inability of the railways and canals ling to the seaboard to take off the excess. The rth-West seems already to have arrived at a nt of production beyond any possible capacity transportation which can be provided, except the great natural outlets. It has for two suc-sive years crowded the canals and railways h more than one hundred millions of bushels grain, besides immense quantities of other pro-ons and vast numbers of cattle and hogs. This reasing volume of business cannot be maintained hout recourse to the natural outlet of the s.

The future prosperity of these states bordering the great lakes depends, in a great measure, n cheap transportation to foreign markets; ce, they are vitally interested in the question pening the St. Lawrence, the great natural roughfare from the lakes to the ocean, through by which the people of England may enlarge r supplies of breadstuffs and provisions, greatly eeding the quantity heretofore received from United States, at one-fourth less cost than it heretofore been obtained. From actual ex-ence derived from shipments of Indian corn n Chicago to Liverpool, it is shown that the ght charges often cover seven-eighths of the e of a bushel of corn at Liverpool. More than half of the cost of wheat is also often con-ed by the present very inadequate means of sportation.

The annually increasing receipts of foreign n into the United Kingdom are chiefly made up of increased receipts from the United States. The freight charges upon our American breadstuffs amount in the aggregate to more than double the average charges on all the grain imported there from the continental markets, yet increased supplies are annually being drawn from America. The European customer for our breadstuffs determines their price in all of our markets. The surplus of grain derived from the North-West is fifty or sixty millions of bushels beyond the demand of the Eastern States, and when the surplus is carried to their markets the foreign quotations establish the value of the entire harvest.

Our prairie soils are tilled with the same facility as the alluvial soils of the valley of the Nile. In their natural state they have an abundant growth of the most nutritious grasses, which furnish the farmer with food for his cattle and horses at a nominal cost. The cultivation of these lands so largely by improved mechanical means reduces the first cost of our grain below that of any of the European countries; hence, our products have entered largely into competition with the products of other countries, upon which the freight charges form a small part of the English importer's expenses. These North-Western States furnished one-third of 16,094,914 quarters of grain imported into England in the year 1861, a season of extremely high freights on the lakes and canals as well as upon the ocean. The official returns of 1862 are not yet published; it is believed, however, that the proportion of American grain was still larger than in 1861. In this view we may safely conclude that the question of devising cheaper and more expeditious routes for the transportation of this grain to England has become of equal importance to Great Britain and the United States.

It is the opinion of your Memorialists that the cost of transportation may be reduced ten shillings per quarter, or thirty cents per bushel. One-half of this sum added to the income of our farmers would give a remarkable stimulus to the production of grain, and would lead in a few years—within five years at the farthest—to the production of a surplus exceeding the total of the present importation of grain into England from all countries. And it is equally true that the present heavy freight charges, consequent upon the inadequacy of the means of transportation, will diminish the production of grain and divert agricultural labour and enterprise into some other and more remunerative channel. We think we are warranted in expressing the opinion that a moderate expenditure devoted to connecting the Canadian Rivers with the great lakes in Canada, so as to permit steam navigation to Montreal and, if practicable, a direct trade with Liverpool, will open to England a supply of breadstuffs as large as she now imports from every other country, at lower rates of first cost, and thus give the control of the grain markets of the world to the largest purchaser.

The interior of North America is drained by the St. Lawrence, which furnishes for the country bordering upon the lakes a natural highway to the sea. Through its deep channels must pass the agricultural productions of the vast lake region. The commercial spirit of the age forbids that international jealousy should interfere with great natural thoroughfares, and the Governments of Great Britain and the United States will appreciate this spirit and cheerfully yield to its influence. The great avenue to the Atlantic through the St. Lawrence being once opened to its largest capability, the laws of trade, which it has never been the policy of the Federal Government to obstruct, will carry the commerce of the North West through it.

In concluding, we will say that we come as agents of the Government of the State of Illinois, not intending to transcend the limits of our power, and carefully avoiding the assumption of any of the functions of the Federal Government in its international relations, but to present to the Provincial Government of Canada, and through it to the British Government, such facts concerning the resources of the North-Western States, their capacity for production of the cereals, and the difficulty in reaching tide-water with their products, as will tend to the opening of direct trade between those states and Liverpool.—Respectfully submitted,

W. B. OGDEN, W. H. OSBORN,
J. S.W. SINGLETON, W. H. GREEN.
J. YOUNG SCAMMON,

Chicago, Illinois, March 10, 1863.

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The Canadian Government and the Illinois Memorial.

THE following is from a private letter, dated June 15:—

"I have now to report the information I have obtained from the American agencies in London respecting the Illinois proposal. The first application was to the American Congress for a canal completing the communication with Europe by the Mississippi. Congress refused the appropriation, and Commissioners were then appointed by the State of Illinois to propose to the Government of Canada, and, if necessary, to that of England, a ship canal from Lake Huron to the river Ottawa, so as to enable vessels to go direct from Chicago to Liverpool. By this course the transit would be effected without touching, at any point, on the territory of the United States, and would pass entirely through the territory of Great Britain. The Commissioners were not to set out for Quebec till the 30th of May. In the face of the general election in Canada, caused by the defeat of the Ministry, they will doubtless have postponed their journey for a month or two. Their Memorial to the Governor of Canada was, however, forwarded from Chicago on the 10th of March. A Committee of the Canadian Parliament reported, not indeed on the Memorial, but on the proposed Canal on the 30th of April. This report was favourable to the project on every point. The Canadian Government, however, anticipated the report by a negative of a most extraordinary nature, which requires a word of explanation. Up to the year 1859 there were tolls on all the Canadian Canals. There was, however, *an exception in favour of grain and flour*. After paying toll on the Welland Canal these were allowed to pass free through the St. Lawrence Canals.

"In 1859 the tolls were abolished by an Act of the Legislature.

"On the 16th of April last the Canadian Government issued a Proclamation reimposing the tolls while repealing the exemption in favour of grain. The result is the annulling of all the contracts made for the year respecting the transport of grain through British territories, and the throwing back of the exporters of grain upon the Erie Canal which goes through the United States. This proceeding, which is nominally a measure for increasing the revenue, is exactly analogous to the export duty imposed on the products of Turkey by the Commercial Treaty of 1838. It annihilates the export, and of course, with the export, destroys the export duty. The effect of this measure upon all persons in England interested in Canada is to excite their indignation against Canada, and to arrest all investment there of English capital. They consider the Government and a large section of the people of Canada as under influences originating at Washington, which must end in destroying the Colony. Their only hope is that the electors may return representatives who will repeat the vote of 'No Confidence' just given by their predecessors against the Administration. Otherwise, they say, Canada is doomed."

Article of the London *Times*.

ARTICLE OF THE TIMES, APRIL 29, 1863.

As the vessel of the American Commonwealth labours more and more heavily in the revolutionary ocean on which, in an evil hour, she has embarked, the tendency to separation between her straining timbers becomes daily and hourly more manifest. Interesting and exciting as passing events may be, the future begins to occupy more of men's minds than the present; and while we hear nothing but the most frantic declarations that the Union must, shall, and will be preserved at the cost, if necessary, of the depopulation of half a continent, and the slavery of the other half, the actions of men are beginning to show how little confidence they repose in their own most solemn declarations. Of course, by the Constitution of the United States, that Government to which everybody is so loudly professing unconditional loyalty has supreme power over the foreign relations of the Republic, and it is only through it that foreign nations can be approached. Liverpool and Glasgow have exactly as much right to establish diplomatic or *quasi*-diplomatic relations with France as Illinois or Michigan to open negotiations with the British Government. Yet this, or something very like it, has actually been done. We have now before us a paper addressed to the Governor-General of Canada, signed by five influential citizens of Illinois, among whom we observe the name of Mr. OSBORN, the President of the Illinois Central Railway, which looks exceedingly like an attempt to establish on a plausible basis the means of a regular diplomatic communication between the State and the Colony.

We are the more strengthened in this conviction from the very earnest disclaimer with which the document ends. "We come," say those who sign it, "not intending to transcend the limits of our power, and carefully avoiding the assumption of any other functions of the Federal Government in its international relations, but to present to the Provincial Government of Canada, and through it to the British Government, such facts concerning the vast resources of the North-Western States, their capacity for the production of the cereals, and the difficulty of reaching tide-water with their product, as will tend to the opening of direct trade between those States and Liverpool."

The Commission must be delicate indeed which requires to be so expressly guarded. The authority is nothing less than an Act of the Governor and Legislature of Illinois authorising the Commissioners to proceed to Canada, and to England if necessary, in order to present statistics of the trade and productions of the North-Western States, and to solicit from those Governments early consideration and early action on the subject. The case is a wonderfully strong one, and though the fact of such a Mission having been sent to enforce it *might pass without observation in times less eventful* than those in which we are living, the remarkable coincidence between this movement and the events which seem to prove that the North-West must give up for the future the hope of seeing the Mississippi again open to their commerce, seems to point to motives *yet more urgent than a mere wish to increase an already existing trade.* The North-West, in fact, seems, however tardily, to be awakening to the real urgency of its situation. It has taken upon itself, with a gallantry equal to its ill-fortune, the task of fighting the battle of the whole Confederacy. It has bled freely at every pore, without receiving any of the consolation which the public plunder has afforded to the fervid patriots of New York; and the return which it receives for its gallantry and devotion is that it has alienated the South who are its natural customers, without any hope of restoring that Union for which it has fought and bled. The North-West seems to have arrived at the conclusion that nothing but a ship canal which shall open the farthest extremities of Lake Huron and Lake Michigan can enable it to pour its produce on a scale commensurate with its abundance into the lap of Europe. The canals at present connecting the Lake States with the Atlantic are small, shallow, and, though fit for lake craft, quite unsuited for sea-going vessels. The railway communication is entirely inadequate, and large quantities of Indian corn are described as left in sheds, one of which was two miles long, by the side of the railways, from the harvest of one year to the harvest of the next, because the railway is unequal to the transport of so vast a mass of food. In 1861 the United States—which may for this purpose be considered to mean the North-Western States, since the Eastern States consume more corn than they produce—imported into England alone 2,507,744 quarters of wheat, 1,723,334 quarters of Indian corn, and 3,794,865 hundredweights of flour, the whole of which are computed to have been sold in England for 12,643,918*l.* But this wheat, flour, and Indian corn was worth in Chicago only 4,817,567*l.*, so that the difference between the value at Chicago and the value in London is no less than 7,826,351*l.* The freight from the North-West to Liverpool is, on wheat, one-half its price; on flour, one-third; and on Indian corn, seven-eighths of its price. It is calculated that were a ship canal to be made, so as to allow a direct communication, without transhipment, between Chicago and Liverpool, the grain might be brought to market for one-fourth of its present price. But this calculation, stupendous as it is, fails to give the least idea of what we may reasonably expect the future to be. The State of Illinois is the most thickly peopled of these regions, and yet even there only one-tenth of the arable land which it possesses is under cultivation. Its surface, naturally cleared, watered by noble rivers, and possessing the same rich quality of soil as the black country of Russia, or as that which made the deltas of the Nile, the Ganges, the Euphrates, and the Tigris, the seats of the earliest civilisation known to us, is capable of yielding through almost any number of years ten times its present amount of grain.

In ordinary times such statements as these would fill the hearts of all patriotic Americans with joy and exultation. Their lot has, indeed, fallen in pleasant places. They are the heirs of all the ages, and have come in the fulness of time to reap a glorious inheritance, such as never fell to the lot of any other people. Unfortunately, man has lent himself with almost unexampled perversity to mar and destroy the blessings which nature tries in vain to shower upon him. It is proposed that the canal should be cut from Lake Huron to the Ottawa, and it is estimated that the expense on the canal, together with the deepening of the river, would amount to some 4,000,000*l.* But where is the money to come from? It is not likely that Canada would contribute largely to such an object—first, because she is only incidentally interested in its completion, the persons mainly interested being the producer and consumer; and, secondly, because a long course of extravagance and waste has reduced Canada to a position in which, on her own showing, she is incapable of contributing to any object, however necessary or however beneficial. In England there is always capital for any undertaking which holds out a far less brilliant prospect, and yet *nothing is more improbable than that England should contribute a single farthing for such a purpose.* America must not hope to enjoy at the same time the excitement of civil war and the blessings of peace. If she is offering human hecatombs every day to the demons of strife and war, she must content herself with that satisfaction. If the North are still bent on restoring the Union, at whatever price, and *extending* their dominion to the mouth of the Mississippi, let them abide by their election, and give up as worse than hopeless the chance of carrying their trade down the waters of the St. Lawrence. What English company will be frantic enough to sink its capital in a land where every one's attention is absorbed in the single thought of how to alienate, to ruin, and to exterminate his neighbour?

These things are so evident that we cannot believe the men of Illinois would have opened negotiations on the subject had they intended to stay exactly as they are. The very fact of their insisting so loudly on the necessity of farther openings for their produce seems to show that, whatever may be the case in New York, there is on the still peaceful plains of the West a disposition to look with no unfriendly eye on the restoration of peace upon the basis of existing boundaries and rights. It is very singular to find that while in the East the estrangement from England is growing greater and greater every day, that estrangement seems to be counterbalanced by a desire in the West to draw closer to this country. These are the first faint indications of tendencies which may be destined to *play a prominent part in the history of the future.* They concern England, as a great American Power, and point to the time when America shall have a political system of her own, as *varied and as complicated as that of Europe.* It is useless to speculate on the expediency of such a state of things, for it is clearly inevitable. All we can desire is that the change which is coming may be allowed to take place without two or three more years of fruitless misery and wanton bloodshed.

Sheffield Memorial in Favour of the Ottawa Canal.

AT the Monthly Meeting of the Council of the Borough of Sheffield, July 8, 1863, it was

RESOLVED UNANIMOUSLY, that a Memorial from the Council be addressed to His Grace the Duke of NEWCASTLE, Her Majesty's Colonial Secretary, requesting that the support of the British and Canadian Governments may be given to the proposed Ship Canal from Lake Huron to the Ottawa, by which the immense produce of the Western States of America would be brought direct from Chicago to England, and the expense of transit thereby diminished to one-fourth of the cost by the present route.

TO THE MOST NOBLE HIS GRACE THE DUKE OF NEWCASTLE, HER MAJESTY'S COLONIAL SECRETARY.

The Memorial of the Mayor, Aldermen, and Burgesses of the Borough of Sheffield, in Council assembled,

Showeth,

That, on the 14th of February last, the State Legislature of Illinois authorised the appointment of a Commission, with plenary powers to appeal to the Canadian and British Governments, in favour of enlarged and cheaper outlets for the great and rapidly-increasing produce of the North-Western States of America, by way of Canada, to England.

That on the 10th of March, the Commissioners addressed a Memorial to the Governor-General of Canada, setting forth the facts of the case, and soliciting earnest attention thereto.

That, thereupon a Select Committee of the Canadian Parliament was appointed to "investigate the subject of a navigable line of communication by way of the Ottawa and Mattawan rivers, Lake Nipissing, and French River, between Montreal and Lake Huron."

That, on the 30th of April, the Committee issued their report, wherein they stated that their inquiry had been divided into seven branches, and that upon each of them the evidence was full and conclusive in favour of a ship canal from Lake Huron to the Ottawa.

That, from these and other official documents it appears, on incontestable evidence,

1. That the surplus products of the North-Western States have increased during the last half century with an unparalleled rapidity, and that the increase will even be much greater in the future.

2. That, in 1862, the produce of wheat in these States was estimated at one hundred and fifty millions of bushels, and of Indian corn at five hundred millions of bushels.

3. That, for several years a lamentable waste of this produce has taken place, in consequence of the inability to move it by the present means of transit; the existing canals and railways having been crowded, for the last two years, with more than one hundred million bushels of grain, besides immense quantities of other provisions, together with vast numbers of cattle and hogs.

4. That an enormous quantity of produce is left in sheds at Chicago, from one harvest to another, to take its chance of being moved; and one shed alone is two miles in length, which is filled therewith.

5. That the present annual quantity of grain which requires moving from Chicago is not less than one hundred and twenty millions of bushels, or fifteen millions of quarters.

6. That the present mode of moving this produce from Chicago to England is by way of Lake Michigan, Lake Huron, across to Lake Erie, by a lake and two passages, Lake Eric, the Erie canal, and the Hudson to New York, a distance of 1300 miles, there being several transhipments, in consequence of the canals being small, shallow, and quite unsuited for sea-going vessels.

7. That the present cost of the transit of wheat is equal to one-half the value at Liverpool; of flour to one-third the value, and of Indian corn to seven-eighths the value.

8. That, notwithstanding these serious disadvantages, the import of wheat from these States to England in 1861, was 2,507,744 quarters of wheat as compared with 713,182 quarters in 1853; and 3,794,865 cwts. of flour as compared with 3,043,107 cwts. in 1853, together with 1,723,334 quarters of Indian corn.

9. That the cost of this produce at Chicago was 4,817,567*l.*, and was sold in Liverpool at 12,643,918*l.*, the expense of transit being no less than 7,826,351*l.*

10. That the direct distance between the Georgian Bay of Lake Huron and the Ottawa, is less than 200 miles, and the intervening country is perfectly adapted for a ship canal, which is proposed to be made, thereby reducing the extreme distance of deep water communication from Chicago to Montreal, by not less than 500 miles, as compared with the present inefficient water communication to New York.

11. That the cost of making the canal would not exceed 4,000,000*l.*, and the expense of conveying produce from Chicago to England would be reduced to one-fourth of the present amount by means of the canal. That in presenting the facts herein rehearsed, to your Grace, your Memorialists submit, That as the proposed canal would be carried entirely through British territory, it could not be made without the concurrence of the British and Canadian Governments.

That as England is unable to grow sufficient food for her population, the quantity of wheat at present yearly imported into England being nearly seven millions of quarters, and nearly seven million cwts. of flour—it is indispensable to facilitate the making of this canal by which the surplus of fifty million quarters of grain, now annually produced in the Western States of America may be brought in a cheap and direct manner to England.

That Sheffield is peculiarly interested in the canal being made, as a great portion of her manufactured goods are taken by the Western States of America, and her artizans have severely suffered for several years in consequence of the American trade being paralysed.

Your Memorialists therefore earnestly press this case on the serious attention of Your Grace, in order that the support—not however in a pecuniary sense—of the British and Canadian Governments, and the utmost facilities they possess, may be promptly given to the promoters of the undertaking.

Given under the Corporate Common Seal of the said Borough this 8th day of July, 1863.

(Corporate Seal.) JOHN BROWN, Mayor.

Canadian Report.

THE PROPOSED OTTAWA CANAL.

THE Select Committee appointed to investigate the subject of a navigable line of communication by way of the Ottawa and Mattawan Rivers, Lake Nipissing and French River, between Montreal and Lake Huron, beg leave to make the following as their Report:—

In proceeding to investigate the subject of a navigable line of communication between Montreal and Lake Huron by way of the Ottawa and Mattawan Rivers, Lake Nipissing and French River, your Committee agreed to direct attention to the following branches of enquiry:—

1st. As to the character of the route, and its adaptation to being made navigable, first, for steamers and propellers of large size, and second, for barges and other vessels of less draught of water, and the cost of opening the route in both points of view.

2nd. The advantages and disadvantages of this route as compared with other existing lines of communication.

3rd. The extent of the trade at present between the Western States, the Great Lakes, especially Lake Huron, and the ocean, and its increase and development, and the proportion of that trade that would probably be attracted to this line if opened.

4th. The character of the region through which the line passes.

5th. The probable effect upon the commerce and settlement of the country, of the opening of the line of intercommunication.

6th. Its advantages as a means of military defence.

7th. The means to be adopted for the execution of the work.

The evidence obtained on the several heads is herewith submitted.

As regards the character of the route, the facts presented are so well established, and the evidence so full and conclusive, that your committee do not feel called upon to take up much space on the subject. Very superior facilities are shown to exist for opening a first class navigation on the line proposed. The surveys made under the direction of Messrs. H. SHANLY, T. C. CLARKE, and H. B. GALLWAY, enable them to give minute and accurate information respecting the whole line from St. Anne's, near Montreal, through to Lake Huron, and the information afforded by Captain SCLATER, respecting the section below St. Anne's Lock, make the evidence on that portion of the subject complete. From actual surveys the fact is established beyond any question that there are no engineering difficulties to overcome in opening the through navigation by this route for vessels of any class up to twelve feet draught of water, and between Montreal and Chicago this line is more than three hundred and fifty miles shorter than the existing line of navigation.

The difference of cost between a deep water navigation and one for vessels of light draught of water is very considerable. In 1857 Mr. SHANLY estimated the cost of constructing the works and carrying out a scale of construction, allowing ten feet draught of water on the mitre sills, and with locks 250,850 feet chamber at 24,000,000 dollars. This estimate included the enlargement of the canal between Lachine and Montreal, and was made from the surveys then made of the westerly portion of the route, and a cursory examination of the eastern portion, between Ottawa and Montreal. On this lower or eastern section it was believed that there existed considerable engineering difficulties, which were duly considered in that estimate. For reasons stated in the evidence herewith submitted, Mr. SHANLY says, "he never had the opportunity either of surveying or making a general examination of the Lower Ottawa from the city of Ottawa to St. Anne's." Since that estimate was made it has been shown by surveys that the lake of Two Mountains affords a straight deep natural channel of thirteen feet least depth, where it was believed a good deep channel could only be obtained by very expensive excavation, and for that expected obstruction a large amount forms part of this estimate. On this fact Mr. SHANLY says in the evidence herewith submitted:—"An important and highly favourable fact has been established by the surveys of Mr. T. C. CLARKE. I was apprehensive that a natural channel of sufficient depth did not exist through the lake of Two Mountains (page 25 of Report), and could only be obtained at very great expense." Mr. SHANLY, for these reasons, in his evidence, reduces the estimate of cost to 21,000,000 dollars, and by modifying the style of work in some cases the cost may be still further reduced very considerably. As shown in the evidence, Mr. SHANLY left the survey before it was completed, and as stated in his report, only estimated approximately from the examination then made. Mr. CLARKE, who succeeded Mr. SHANLY, and completed the survey, and reported on the subject to the Government, is of opinion, as stated in his evidence, that the cost of opening a barge navigation of, say, five or six feet water, would be about five millions of dollars. His estimate for the cost of nine feet draught of water is 12,087,380 dollars. In Mr. SHANLY'S report of 1857 the total length of canal is assumed to be 58 miles, but the surveys subsequently made show that the channels were greatly more favourable than was supposed, and that so great a distance of canal was not required. Twenty-two miles of "close canal" is the distance computed by Mr. CLARK, and this is based upon the complete surveys made between St. Anne's and Lachine. Captain SCLATER'S evidence shows that a moderate outlay will afford a good channel on this section if there be not a good natural channel existing. It is clear that the scale of navigation decided upon will determine the extent of outlay required, and whether a barge navigation of six feet draught, in the locks 250 in length by 30 feet in breadth, be adopted, or ten feet water at least depth, with locks the same length and width as stated, will determine whether the work will cost six millions or twenty millions of dollars. Ten feet was regarded by Mr. SHANLY as the extreme depth, by reason of the harbours of the ports on Lake Michigan *at that time* allowing of no greater draught of water. It was his opinion that the greatest depth of water in these harbours should be the extreme measure of the draught in this navigation, and when it is considered that vessels navigating these waters must receive their cargoes from those ports, it is clear that his reasoning is correct.

In any enquiry of the kind under consideration, distance must always be regarded as of importance. In this case assuming that Montreal and the entrance to Lake Michigan, are points that are common, to better the existing and this proposed means of water communication between Montreal and Chicago, we find the distance to be:

	Miles.
From Montreal to Mackinaw by way of the St. Lawrence route . . .	1018
From Montreal to Mackinaw by way of the Ottawa route	650
Difference in favour of the Ottawa route is	368

For estimating the time required to make the passages respectively, we may take Mr. SHANLY'S Report on the subject as a fair mode of estimating. He says, "Allowing a vessel to make 8 miles an hour on the river or lake, 3 on the canal, and giving her 1½ minutes for each foot of lockage, we obtain:

	Hours.
1st. Welland voyage, requires	196
2nd. Georgian Bay, requires	176
3rd. Ottawa.	149"

This estimate is based, however, upon the assumed 58 miles of "close canal," which, when reduced to 23 miles or less, makes the time required for canal passage proportionately less on the Ottawa route.

The difference in point of safety between lake and river navigation involves risk, and consequently greater expense for insurance. This proposed route by the Ottawa between Lake Huron and Montreal, is entirely free from such risks and expense.

In all systems of inland navigation where vessels must be raised and lowered from one level to another, an abundant supply of water is an absolute necessity. However favourable the position of a route may be, or however great or profitable the traffic offered or required to be upon it, a limited supply of water must accordingly limit the services which the works can perform. The engineers who have examined this proposed route, agree in opinion that Lake Nipissing and the lakes near the source of the Mattawan River should be united and be made the summit feeder to supply both westward to Lake Huron fifty miles, and eastward to the Ottawa River thirty-three miles. This, we are informed by Mr. CLARKE, in his evidence, affords a supply many times greater than can ever possibly be used for lockages. On this point, it being of vital importance, it became the duty of your Committee to enquire specially; and the result of the enquiry is as stated.

Respecting the harbourage that can be afforded at the mouth of French River, the evidence of the engineers is very favourable. A clear channel is found from the open lake, passing in deep water and free from any obstruction into the mouth of French River, and the formation of the shore is such as to afford good harbourage and protection for vessels. Several lights will be required at the harbour entrance to guide vessels coming in, but it does not appear that further outlay in respect to the harbour is required.

The trade between the Western States and the seaboard has now become so great, that increased facilities for transport of produce are urgently asked for. We find from the information obtained from various sources with respect to that trade, that the quantity of wheat and other grain which requires movement, may be set down at present as not less than 120,000,000 bushels per annum. This fact, and the very great progressive increase during the past four years, are shown very fully by the accompanying tables which were obtained from the statistical branch of the Financial Department. Of that immense quantity, over

eighteen millions found its way to Montreal. The movement of this produce must always be greatly influenced by the relative cheapness and other advantages of the respective routes that would be available. Montreal is now only second to New York on this continent as a grain-exporting port.

For 1862 the quantity of wheat shipped from Montreal in that year was, according to the best information, over fifteen million bushels. As is shown by the evidence herewith submitted, the St. Lawrence line of navigation suffers a disadvantage for want of return freights for the vessels which come with grain from the West. In consequence of this drawback, the receipts and shipments of Montreal are not so large as they otherwise would have been. But whether the produce of the Western States that will be shipped from Huron and Michigan Lake ports be destined for market and consumption in the Eastern States, or in the Eastern Provinces of British America, or for shipment to Europe, the proper route will be the shortest and cheapest. In reaching New York from ports on Lake Michigan, the canals and railways of the State of New York are the principal available means of transport between the great lakes and New York city. With the Ottawa navigation opened, the proposed Champlain Canal constructed and the Northern Canal enlarged, this Northern line would be 150 miles shorter than any other, and by reason of its very superior capacity would afford the best possible line of transport between the Great West and New York, possessing as it does many advantages as regards distance, time, and expense; when compared with existing routes, it seems clear that it would command a very large portion of the trade. In considering a subject of this magnitude and peculiar character, your Committee are sensible of the necessity for exercising due caution in arriving at conclusions. On this point, however, they feel that the evidence which is herewith presented is full and convincing.

The character of the country through which this proposed line of navigation passes is varied. The easterly portion, being rather more than half the total distance—lies in a well-settled, populous country, and is at present navigated by large steamers. The westerly portion is through a wilderness, which as yet is only frequented by the hunter, the voyager, or the lumberer. But though a wilderness, it is the very heart of the finest pine forest known in the world, and would yield immense amounts of lumber for export; at the present time the trade in lumber is the largest export trade of home products in Canada, and the supply in this quarter is, with judicious management, almost inexhaustible. The opening of this line of navigation would afford a market, second to none in the world, for the sawed lumber of that immense region. The country is of the granitic formation, rather hilly, and perhaps from seventy to seventy-five per cent. of the land is better adapted to timber-growing than tillage. There are many extensive tracts of good arable land, beautifully situated and well watered, which will eventually, and perhaps at no very distant day, support a large population; but the general character of the region is different. When it is considered that the tract of country here spoken of exceeds in area the whole of the five New England States together, it will be apparent that there is room for varieties as regards quality of soil.

One uniform feature, however, prevails. The country throughout is covered with heavy forest, and the largest portion of that forest would become marketable wood; only the superior qualities of pine are worth the cost of manufacture and transport at present, and even that is limited to the portion of the region whose waters flow to the Ottawa.

With this navigation opened through to Lake Huron, the wood of all kinds would be marketable; even the coarsest qualities would furnish fuel for the Prairie Counties. The trade in wood for fuel at the port of Chicago alone, in 1862, exceeded 500,000 dollars, and the demand must increase and continue.

From these facts disclosed by the evidence before us, it is apparent that the traffic on the St. Lawrence route is stated at much less than it would be if vessels from Upper Lake ports were sure of return cargo. The uncertainty in that respect has a serious effect, and greatly influences the course of traffic. On the Ottawa route no such disadvantage could arise; return cargo of lumber would always be certain. The supply of lumber is practically unlimited, and the demand and consumption in the Prairie States will always be immense. To supply the Chicago market at the present time would employ a large fleet of vessels.

The effect to the country generally of the opening of this navigation could not fail to be highly beneficial. With the increase of the carrying trade there would be, of necessity, increase of tonnage and of commerce generally in our sea ports. Alone the line of the navigation, water-power is ab most easily and cheaply available for manufacturi With the facilities of communication provided, no si found more favourable for manufactories; it would settlement on the arable lands and at the favourably for manufactories, and afford opportunity for the pr ployment of productive industry and capital thro interior of the country. The cities and towns along frontier road would be opened up, communication w tained at all seasons, and the vast extent of wilderne in rear of our narrow frontier strip of cultivated co speedily be settled (at least in all portions fit for settl by this manner greatly increase the trade in that di generally lead to the prosperity of the country. cannot possibly be regarded as local or sectional. F to Lake Huron, both on the frontier and in the rem the effects would be sensibly felt, and could not be ot beneficial. And, as regards effects immediately on Ottawa belonging alike to Upper and Lower Canada, portion of the route must be alike beneficial to both

Your Committee feel that this proposed work is than ordinary importance to the country by reaso vantages it would afford as a means of milit **Its position, removed from the frontier an a communication between tidewater in the rence and the western Lakes by the very and most direct route, gives to it a high value in that respect.** Not wishing to discuss in this place, or to enter upon particulars in relation tages in that line they humbly submit merely, that t deserves the best and most favourable consideration the part of the Legislature and Government of C the Imperial authorities. While the advantages o if opened, would be great and general, as regards benefits resulting to the Western States would also b commercially. Their commerce and the carrying tr the West and the seaboard can only be secured t affording them facilities superior to those afforded el at more favourable rates to outlay. But their produ valuable commercially to them when means of t afforded, and as this work would present advantages any other, it therefore would yield them benefits to beyond what they enjoy at present.

As regards the best means by which to accomplis tion of this work, your Committee humbly submit, existing circumstances, they believe that a company for the purpose, appears to be the best course adopted, but under provisions such as to fully secu of the Crown on that important thoroughfare, and time afford the company needful powers, for the pur and afford aid in lands or otherwise as may be co to promote the success of the undertaking.

ROBE

Thursday, 30th April, 1862.

Wheat and Wheat-Meal imported into from 1853 to 1861.

(*From the Returns of the Board of Trade.*)

Wheat—Quarters.

	1853	1854	1855	1856	1857	1858	1859
Ottoman Empire	834,363	585,703	527,759	808,294	240,380	664,794	450,84
Russia	1,070,901	506,838	—	759,459	706,375	612,216	885,46
Other parts of Europe, &c.	2,212,413	1,902,929	1,876,467	1,114,112	1,725,653	2,269,244	2,627,70
United States	719,182	417,607	248,906	1,279,150	650,754	594,644	36,90
British North America	84,571	18,150	14,570	111,818	114,795	100,821	—
Other parts of America	—	—	—	—	—	—	—
Total	4,915,430	3,431,227	2,667,702	4,072,833	3,437,957	4,241,719	4,000,92

Wheat-Meal—Cwts.

	1853	1854	1855	1856	1857	1858	1859
Ottoman Empire	—	—	—	—	—	—	—
Russia	—	—	—	24,233	—	—	—
Other parts of Europe	1,286,323	888,422	1,149,402	712,710	584,204	1,140,903	2,987,32
Australia	—	72,083	—	—	—	—	—
United States	3,043,107	2,570,970	684,126	2,892,517	1,464,867	1,761,795	216,46
British North America	292,076	115,000	10,928	304,115	179,077	212,758	119,33
Other parts of America	—	—	59,768	36,525	—	37,581	11,17
Total	4,621,506	3,646,505	1,904,224	3,970,100	2,178,148	3,856,127	3,328,32

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ROBERT BELL.
Chairman.

ril, 1862.

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om 1853 to 1861.

Returns of the Board of Trade.)

Wheat—Quarters.

	1855	1856	1857	1858	1859	1860	1861
3	527,759	808,294	240,380	664,794	450,847	261,264	571,210
8	—	759,459	706,375	612,216	885,460	1,301,145	1,041,461
9	1,876,467	1,114,112	1,725,653	2,269,244	2,627,709	2,535,741	2,201,573
7	248,906	1,279,150	650,754	594,644	36,906	1,499,385	2,507,744
0	14,570	111,818	114,795	100,821	—	183,422	549,524
	—	—	—	—	—	—	41,303
7	2,667,702	4,072,833	3,437,957	4,241,719	4,000,922	5,880,958	6,912,815

Wheat-Meal—Cwts.

	1855	1856	1857	1858	1859	1860	1861
	—	—	—	—	—	—	—
	—	24,233	—	—	—	17,338	21,868
2	1,149,402	712,710	534,204	1,140,993	2,987,325	2,388,034	1,382,533
3	—	—	—	—	—	—	—
0	684,126	2,892,517	1,464,867	1,764,795	216,462	2,254,232	3,794,865
0	10,928	304,115	179,077	212,758	113,338	412,658	805,339
	59,768	36,525	—	37,581	11,179	13,958	146,213
5	1,904,224	3,970,100	2,178,148	3,356,127	3,328,324	5,086,220	6,152,9